THE DELAWARE AND HUDSON COMPANY BULLETIN

ENTRANCE, SCHUSTER'S YARD
CARBONDALE

"the D&H"

JUNE 15, 1925.

A BIG BUSINESS is a steamship bound for a port called Success. It takes a large force of men to operate this boat. Eternal vigilance is not only the price of liberty, but it is the price of every other good thing.

To keep this steamship moving, the captain requires the assistance of hundreds of people who have a desire to do the right thing and the best thing in order that the ship shall move steadily, surely, and safely on her course.

Curiously enough, there are men constantly falling overboard. These individuals who fall off, and cling to floating spars, or are picked up by passing craft, usually declare that they were "discharged." They say the Captain or the Mate or their comrades had it in for them.

I am inclined to think that no man was ever "discharged" from a successful concern—he discharged himself.

When a man quits his work—say, oiling the engine or scrubbing the deck—and leans over the side calling to outsiders, explaining what a bum boat he is aboard of, how bad the food is, and what a fool there is for a Captain, he gradually loosens his hold until he falls into the yeasty deep. There is no one to blame but himself, yet probably you will have hard work to make him understand this little point.

When a man is told to do a certain thing, and there leaps to his lips, or even to his heart, the formula, "I wasn't hired to do that," he is standing upon a greased plank that inclines toward the sea.

And the way the plank is tilted is this: the man takes more interest in passing craft and what is going on on land, than in doing his work on board ship.

So I repeat: No man employed by a successful concern was ever discharged. Those who fall overboard get on the greased plank and then give it a tilt.

If you are on a greased plank, you had better get off from it. Loyalty is the thing.

— *Elbert Hubbard.*

"the D&H" The "the D&H"
DELAWARE AND HUDSON COMPANY
BULLETIN

Vol. 5 Albany, N. Y., June 15, 1925 No. 12

On One Run 36 Years

"Uncle Johnny" Wilson Won His Companionable Sobriquet While Serving As a Conductor On Our R. & W. Branch

WHILE regretting exceedingly, as one naturally does, that it was in obedience alone to the inevitable dictates of age and physical condition that he was compelled to retire to private life on February 1, 1923, at the conclusion of forty-five years and three months of continuous service with the Company, JOHN WILSON of No. 41 Park street, Rutland, Vt., a former conductor on the Saratoga division, expresses pride, nevertheless, at having been able to do so with a record that casts no reflections whatsoever upon his ability or integrity. On the other hand, as will be noted later on, his record was most unique in some particulars.

JOHN WILSON

He was born at Mendon, Vt., three miles from Rutland, on November 12, 1851, while his parents were guests at the home of an uncle, and was the second oldest in the family of five children. His boyhood days, however, were passed at Woburn, Mass., where his father, Horace Wilson, was engaged as an express driver between there and the city of Boston. Unfortunately for him indeed, was it that he was left an orphan by the death of his father, when he was only sixteen years old. The mother died two years earlier.

Forced then to determine alone his course in life, he first found employment with Mrs. M. A. O'Francis of Woodstock, Vt., a writer whose contributions were published in the New York Ledger and the New York Weekly. For eighteen months he remained with her, attending school and, in return for the privileges of a home thus afforded, caring for the stock on the place and doing such other work as he could.

The picking room of a cotton mill at Gaysville, Vt., on the White river, was his next scene of employment and there he remained for three months before going to Rutland, where he found work with a Mrs. McDaniels, such as caring for the furnace, running errands and otherwise making himself useful.

In June, 1869, he obtained a position as a brakeman with the Company, running in freight service between Rutland and Whitehall with Conductor Owen Rich. One round trip daily was made, leaving Rutland at 4:30 a. m., and arriving at Whitehall at 7:30 a. m., and, on the return, leaving Whitehall at 2:30 p. m., and tying up in Rutland at 4:30 p. m. "Tim" Hurley was the engineer and John L. Langlin, the fireman. After about four months spent in this work, and on being advised by Conductor Rich that he was too light for its requirements, he left the service and got a place in a lumber camp on Pico mountain, back of Rutland, driving team in the hauling of logs to a nearby mill.

Again in the spring of 1870, he acceded to the urge of the railroad, which he had felt from boyhood, and this time became a brakeman on the Central Vermont. He was placed on the "spare" list and ran either to St. Albans or between Burlington and Bellows Falls as became necessary. Cabooses were a luxury, indeed, in those days and many a trip was made without one. He recalls that trainmen thought nothing of breaking the seals of a car in order that they might enter it for protection during a storm or in the extreme cold of winter. For five or six years he remained on the Central and then for a year or so was employed at such odd jobs as he could find in Rutland.

He returned to The Delaware and Hudson on November 5, 1877, and actually began his long career, added to which his service on the Central Vermont gives him a total railroad experience of considerably more than fifty years. He was assigned to yard work at Whitehall with Conductor "Tommy" Bartholomew. Two weeks later, he went on the night shift with Conductor "Jud" Cull and later ran in "wild cat" service with Conductor Mark Austin. Austin was succeeded by "**Tom**" **Shattuck**, at present a passenger conductor on the Schenectady branch, and he worked with him for about three months. "Ed" Wood, who on May 2, 1892, was killed about midway between Castleton and Hydeville, was his next conductor and they ran between Rutland and Schenectady, by the way of Whitehall, with a through freight train. When Wood was assigned to passenger work between Rutland and Eagle Bridge, "**Jack**" **Bolster** took the train and he continued to be associated with him until his promotion to a conductor became effective.

"Yes, I wanted to be a railroad man from boyhood up and I had hoped to be a conductor but never expected to be," he declares in explanation of his surprise, when, on July 1, 1880, he received a message from the dispatcher's office, then located in Troy, to report there at once to be given a train. At first he ran "wild cat" as needed. Then, in March, 1882, he was sent to Rutland to succeed Leonard Thornton on a train doing freight and passenger work. Four years later, he took "Ed" Wood's place, running between Eagle Bridge and Rutland which run he held until pensioned, a total of more than thirty-six years. At first the "job" worked out of Eagle Bridge then out of Salem, but in 1908 it was extended to Troy and that city became the home station of the crew. His engineers during the greater part of this unusual service were **Albert K. Broughton**, John Grady and "**Johnnie**" **Hines**. In all that time, he declares there was not a variation of more than thirty minutes in the time of departure from Rutland.

Perhaps, the most harrowing of all encounters he experienced was that of a head-on collision which occurred between Castleton and Rutland in 1906. Fortunately, no one was killed.

During his many years on the R. & W., as that part of the Saratoga division lying between Troy and Rutland is familiarly known, he enjoyed the novel experience of seeing many children attain parenthood and then not a few of them become grandparents. Wonder is it then that he won the companionable sobriquet of "Uncle Johnny" by which he is known to old and young throughout the countryside as it borders on The Delaware and Hudson from Rutland to Troy. Quite naturally, he is well versed in the disposition of passengers, but as a whole he found the people a "good lot" and had no reason to complain. In this connection, he recalls some of the sterner practices in vogue in the earlier days of his running, particularly as they pertained to the removal of passengers who were found without the necessary transportation or who refused to pay their way when called upon to do so. A Vermont law at one time provided that such passengers could be ejected from a train at any point in sight of a road crossing or a dwelling.

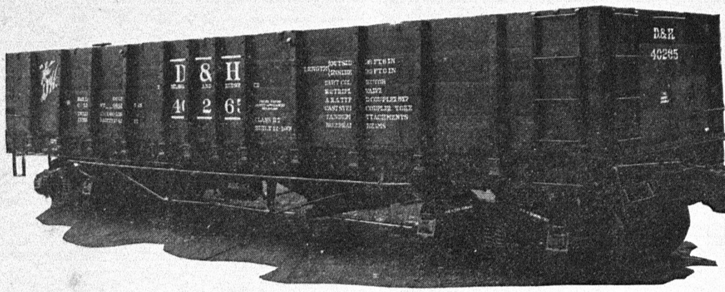
On March 21, 1874, he was married to Miss Susan Reed of Rutland, who, now after fifty-one years, is still his devoted companion. To them five children were born, only one of whom is living now. Since 1884 he has been a member of the Order of Railway Conductors. His religious faith is that of the Episcopal church.

A brother, Otis, who died in 1891, at one time was employed by the Company as a brakeman. Mrs. Wilson also had a brother, Elijah, who was a locomotive fireman but he suffered sudden death in a derailment at Fernald's curve, near West Pawlet, at which time "Joe" Fernald, his engineer, also was killed. Two other brothers were employed on the Central Vermont.

The Cover Page

The cover page study for this issue is a reproduction of a large sign artistically done in colors that greeted visitors to the recent car building contest at Carbondale as they entered Schuster's yard where the work was in progress. It is the work of **Maurice Blocksidge**, foreman painter in the Motive Power department at Carbondale.

Others are affected by what I am, and say, and do; and these others have also their sphere of influence; so that a single act of mine may spread in widening circles through a nation, or humanity.—*W. E Channing.*



THE CONTEST CAR

Oneonta Carmen Again Victors

Completely Rebuild Standard Tandem Twin Hopper Bottom Gondola of 85,000 Pounds Capacity in 45 (man) Hours and 20 Minutes, In Third Contest

(A Key to All Photographs will be Found on Page 14)

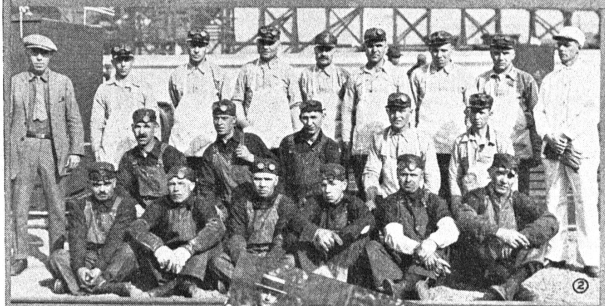
WHILE at Carbondale, Pa., on Thursday, May 21, nearly a thousand spectators—officials of connecting railroads and others extending to the north, south, and into the far west, representatives of railway supply houses and of the Interstate Commerce Commission, newspaper men and writers for mechanical and technical journals, our own officials and supervisory officers, and a generous representation of town folk—looked on with much anxiety and profound interest, three teams of sixteen men each vied with one another for championship honors as they rebuilt three Delaware and Hudson Standard Tandem Twin Hopper Bottom Gondola cars of 85 000 pounds capacity, in the third car building contest to be held on the system.

Oneonta carmen, victors in the contest held at their own shops a year ago, with a total of forty-five hours and twenty-minutes, were the first to complete their work; the Saratoga division team, composed of men from the Colonie and Green Island shops, finished second with forty-six hours and twenty-four minutes; and, the Carbondale team, with forty-eight hours and thirty-two minutes, was third. All time calculations were made on the basis of man hours. C. E. Peiffer, master car builder for the Buffalo Rochester and Pittsburg; W. G. Knight, mechanical supervisor for the Bangor and Aroostook; and P. Alquist, master car builder for the Delaware, Lackawanna and Western, were the judges.

New interest was afforded and the contest was made more formidable than any of its forerunners, by the inclusion of the regular steel work which is a part of the rebuilding program as applied to such cars. The makeup of each team, therefore, included eight steel and eight wood workers, although at no time were more than eight men of either classification at work. Because of a desire not to "overload" the teams, the air brake work and the painting and stenciling of the car were left for Carbondale employes to complete after the official contest operations had been concluded.

As each such contest is announced, the sphere of prominence which these demonstrations have created for themselves in the railroad world because of their highly educational features, is noticeably increased. The first was held at our Colonie shops, October 31, 1923, and was participated in by five teams of six men each. It embraced the dismantling and rebuilding of the superstructure, the assembling of trucks and the assembling and application of draft gear equipment of a standard Delaware and Hudson Twin Hopper Gondola car of 85 000 pounds capacity. A Carbondale team won, its total of man hours being 46 hours and 54 minutes. The second was at Oneonta, May 8, 1924, at which time the superstructure of a 60,000-pound capacity steel underframe box car was rebuilt and trucks and draft gear assembled, an Oneonta team winning in 52 man hours.

Rivalry among the participating workmen is



CAR BUILDING CONTEST

CARBONDALE, PA.
MAY 21, 1925.

friendly, but nevertheless keen. There is always an evidence of shop pride and an earnest desire to carry back with them the trophy of the day, the Birkett cup, a silver memorial to the first Car foreman employed by the Company. The contests, ostensibly, are planned for the educational features they may develop. Outstanding among these, is the material layout, indicating, as it does, efficient and economical shop operation, the ready accessibility of material stimulating production and the resultant output reflected in the earnings of the pieceworkers on which basis the work is performed. An example of what was accomplished in this particular contest in the remarkably short time involved, may be had from a study of the list of material used in rebuilding a single unit and which appears elsewhere in this issue This material was collected and arranged for each team alongside its allotted space, by WALLACE HICKOK, chief inspector.

Work commenced promptly with the blowing of the shop whistle at 8 a. m. From then on until the last nut was run down on the prize winning car and the judges had turned it over to G. W. **DITMORE**, master car builder, there was only one interruption in the performance and that was of ten minutes following the conclusion of the steel work on each car, thereby providing time in which to clear the space around the car so that the wood workers might progress with their tasks unhampered by litter or other obstacles.

As the Work was Concluded

	ONEONTA	COLONIE	CARBONDALE
Steel work	16 hrs. 40 mins.	15 hrs. 36 mins.	22 hrs. 40 mins.
Wood work	26 hrs.	28 hrs. 8 mins.	23 hrs. 12 mins.
Total	42 hrs. 40 mins.	43 hrs. 44 mins.	45 hrs. 52 mins.
Air brake work	1 hr. 10 mins.	1 hr. 12 mins.	1 hr. 5 mins.
Painting and stenciling	1 hr. 30 mins.	1 hr. 28 mins.	1 hr. 35 mins.
Finished time*	45 hrs. 20 mins.	46 hrs. 24 mins.	48 hrs. 32 mins.

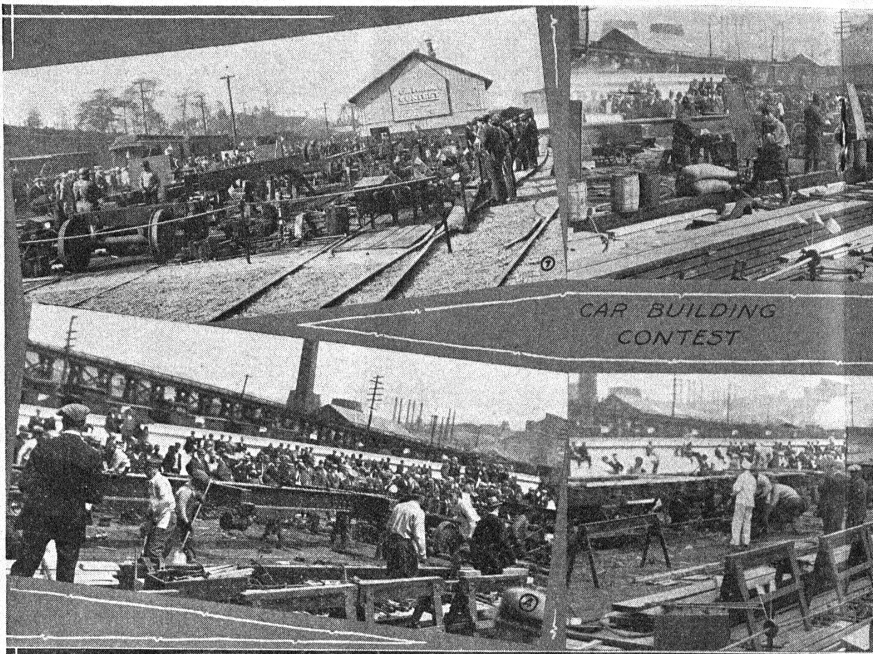
* Man hours.

Almost from the very outset, a difference in the method of approach was noticeable on the part of each team. The most noticeable variation in the steel work, was that the teams from Colonie and Oneonta allowed the center channels to lie flanges down on the horses upon which they rested, until side castings and reinforced channels had been secured, which appeared to be the best practice. Carbondale workers in consummating this same performance, kept the channels on edge making it necessary to steady them while the operations noted were in progress. Another feature of the steel work which attracted considerable attention was a home-devised lever dolly bar, used by a Colonie riveter which permitted him to hold a rivet and buck it up at the same time. Numerous other kinks and unique practices, which were wholly permissible, were noticeable both in the completion of the steel work as well as that of the wooden superstructure.

Colonie was the first to conclude its steel work, finishing at 9:57 a. m. Oneonta was second, at 10:05 a. m., and Carbondale third, at 10:50 a. m. Explanation of the wide divergence of time particularly as between that of the Carbondale team and the other two, is to be found in an agreement made between the Three Divisional Car Foremen prior to the contest, which permitted them to assign the truck work to either their steel crew or to the wood workers. In regular shop practice, truck repairers do this work but these were omitted from the teams for the same reason as were the air brake men and painters. Carbondale chose to have their steel men also assemble the trucks and the judgment of the foreman, RAYMOND **SCHUSTER**, would have proven its worth but for difficulties experienced in the performance of the steel assembling. It was his idea that he could thus effect a better equalization of his men, for when certain of them no longer were needed on the steel work, they could be used on the trucks. Oneonta and Colonie left the trucks for their wood workers.

Differences in practices among the wood workers were noticed in the manner in which they handled their side sills. Colonie, it was agreed, used the best method, that of allowing the sills to lie flat on horses until stake pockets had been secured

(Continued on Page 11)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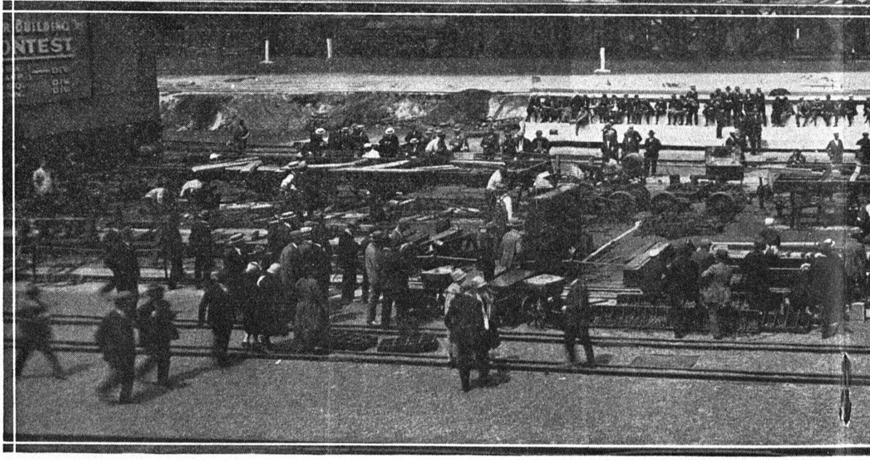
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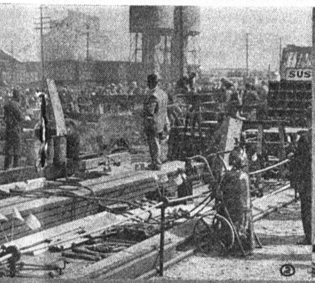

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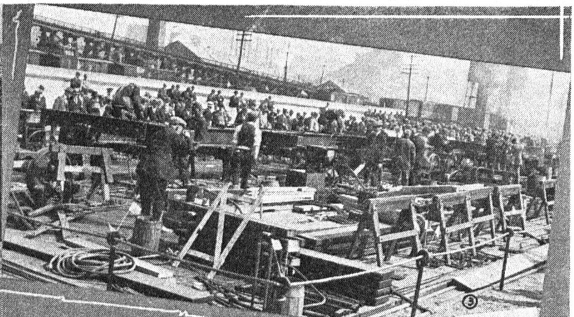

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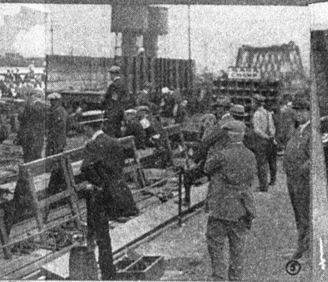
CARBONDALE, PA.
MAY 21, 1925.



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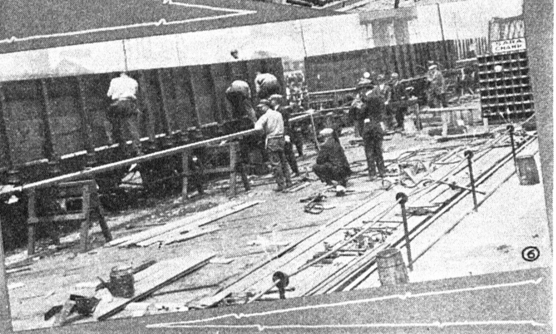

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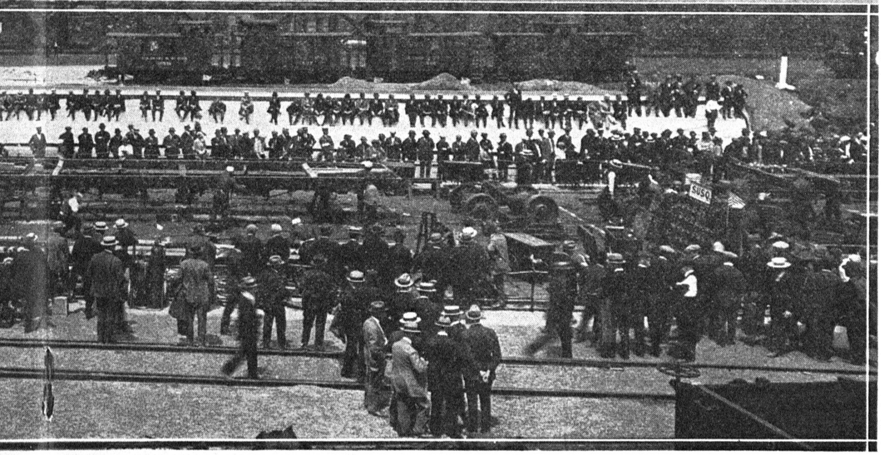

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Delaware and Hudson Company
BULLETIN

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DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 5. June 15, 1925 No. 12

Who Benefits Most

FREQUENTLY, it is asked, "Who owns the railroads?" In view of the great investment holdings of individuals and institutions throughout the country, it may be fairly stated that, "The public owns the railroads."

In like manner, it may be asked, "Who receives the greatest benefit from the railroads?" And again, because of the demand created for one commodity or another thereby stimulating employment and sustaining industry generally, and because of the financial returns realized by stock and bond holders, may it not be said that, "The public profits most."

Much of the criticism directed at the railroads issues from people who were it not for the railroads, although they are not employed by them, would not be able to enjoy the advantages of employment and society that is theirs today. Railroad workers hearing such criticism, and knowing these facts, should courteously remind the offender of these things. The enormity of the business of railroading is indeed impressive, it should not fail to make the employe appreciative of his responsibility both to the company that employs him and to the public; it should serve to make him proud, for what other industry or what other class of employes as a whole, serves the public on so large a scale? The railroad employe is indeed performing a distinctive service.

Consider the expenditures of the Class I railroads for the year 1924 and their relation to the business of the country in general, if you would gain a better appreciation of just what the railroads mean to each and every citizen. Picture, if you can, the great army of men and women, outside the circle of railroad employes, who are more or less dependent upon the success of the railroads for the comforts and pleasures they enjoy. Look further, and you will find another group of people who are being directly benefitted through the dividends returned to them by industries that are largely maintained by railroad patronage. Go on and you will discover that you are already into a veritable maze of people, and industry, wholly reliant, or nearly so, upon the railroads.

Some interesting, as well as enlightening, comparisons will be found among the expenditures of the Class I railroads for 1924, which were as follows:

Wages paid for maintenance and operation	$2,629,902 000
Capital expenditures (including new equipment and improvements)	874,743 000
Materials purchased	871,743,000
Interest charges	510 000 000
Fuel	471,656,000
Iron and steel	365 610,000
Taxes	340,000,000
Dividends	310,000,000
Forest products	180 872,000
Non ferrous metal products	39,049 000
Lubricants	13,158,000
Ballast	12,608,000
Cement	5,141,000
Total	$6,624,138,000

We all understand that the taxes paid by the railroads go to maintain our public highways, our public schools and to defray the expense of similar public needs all of which benefit us as individuals and which we would have to meet in one way or another if not borne by the carriers.

The combined expenditures for fuel and supplies aggregated $1,343,055,000 for the year. Of the item covering fuel, bituminous coal alone cost the railroads $373 483,000 for a total of 126,372 000 net tons, or 26 per cent of the total production of the country, while the outlay for anthracite, covering 5.2 per cent on the mine output, was $14,497,000. Cross ties accounted for $111,442 000 of the expenditure for forest products. Steel purchases approximated more than 27 per cent of the total mill run of the United States and were made either by the railroads directly or for them through equipment manufacturers. Cement contracts called for 2,210,800 barrels, while the amount of ballast used was figured at 14,265 000 cubic yards.

Altogether, the total principle expenditures of the railroads in 1924, showed a decrease of $735 400,000, as compared with 1923.

Don't let people who are unfamiliar with the great need and importance of your profession criticise it unfairly, and, better still, let railroad employes refrain from such indulgence for they are indeed engaged in the greatest undertaking the world has ever known.

Oneonta Carmen Again Victors

(Continued from Page 5)

by U bolts, after which the sills were turned over and nuts run down by air machine. Portable scaffolding appeared an advantage to the Oneonta team, over the use of ladders by their competitors, when bolting side stakes and corner bands, securing Wine ladders and other outside appliances.

Oneonta finished its wood work first, at 1:30 p. m.; Colonie was second, at 1:38 p. m., and Carbondale third, at 1:54 p. m. For better time comparisons the table on Page 7 may prove more helpful:

Time required for the assembling of trucks and the assembling and application of draft gears is included in the wood work time of the Oneonta and Colonie teams, and in the steel work time of the Carbondale team, as follows:

	ONEONTA	COLONIE	CARBONDALE
Trucks	1 hr.	1 hr. 44 mins.	2 hrs. 28 mins.
Draft gears assembled and applied	39 mins. 34 secs.	1 hr. 4 mins.	54 mins.

The dimensions of this type of car are :

Length inside	36′ 0″
Width inside	8′ 6½″
Height inside	4′ 3¼″
Length over striking castings	38′ 1″
Width over all	10′ ½″
Height from rail to top of floor	4′ 4¼″
Height from rail to top of car	8′ 7½″
Height from rail to top of brake shaft	9′ 1-13/16″
Distance center to center of trucks	27′ 5½″
Cubical capacity	1542 cu. ft.
Capacity	85,000 lbs.
Light weight	40,000 lbs.
Size of journals	5 x 9″

At 4 p. m., the same day, the car, No. 40265, completed by the Oneonta team, was loaded at the Coalbrook breaker, across the yards from the scene of the contest, and fifty-five minutes later was en route for Wakefield, Mass., via the Boston and Maine, in Extra 1219, north.

The guests, as was evidenced by their remarks of appreciation, were courteously entertained. Each, on arriving at Shop 26, was given an artificial red flower as a favor to be worn in a lapel button hole. Immense bleachers, trimmed in red, white and blue bunting and with seats protected by canvas, ran parallel to the tracks upon which the cars were being rebuilt, thereby making it possible for all to watch, at close range, the progress of the contest from beginning to end. At noon, a box lunch was served in the wood mill by the wives of the Car department supervisory officers on the Pennsylvania division and the young ladies in the divisional car foreman's office at Carbondale, long tables neatly covered with white paper and otherwise made attractive with cut flowers having been specially arranged for the occasion.

G. W. DITMORE, master car builder, announced the results of the contest and congratulated the men upon the spirit with which they had taken part in it, and then COLONEL J. T. LOREE, vice-president and general manager, who, with his staff, had broken in on an inspection trip over the system to watch the contest throughout, spoke of its educational benefits and commended the men upon the splendid accomplishment they had wrought in such a short space of time. He thereupon returned to A. G. DITMORE, divisional car foreman on the Susquehanna division, the Birkett cup, won a year ago by men from his shops, but possession of which had been at stake during the progress of the contest. In conclusion, he presented twenty-dollar gold pieces to the members of the winning team, while to those who comprised the second team, he gave ten-dollar gold pieces. He announced that another contest would be held either this fall or next spring.

This Was the Material Used in Each Car

UNDERFRAME

2	Center Sill Channels
8	Bolster Webs
2	Cross Bearer Webs
4	Center Braces at Bolster
1	Center Brace at Cross-Bearer
2	Braces at Draft Gear
1	Top Cover Plate Center Sills
2	Bottom Cover Plate Center Sills
1	Bottom Cover Plate Center Sills
1	Top Cover Plate Center Sills
2	Top Cover Plates (Bolster)
2	Bottom Cover Plates (Bolster)
1	Top Cover Plate Cross-Bearer
1	Bottom Cover Plate Cross-Bearer
4	Hopper Slope Sheet Braces
4	Connection Angles
6	Side Sill Supports
2	End Sill Supports
4	Stringer Supports
1	Cylinder Support Bracket
1	Cylinder Support
1	Reservoir Support
2	Tie Plates
4	Hopper Sheets
2	Fulcrums
2	Pipe Clamp Brackets

Material — Continued

12	Hopper Carrier Irons
2	End Sill Channel
2	End Sill Fillers
18	End Sill Connection Angles
4	Stringer Supports
2	Top Cover Plates (Reinforcements)
2	Bottom Cover Plates (Reinforcements)
4	Gussets (Reinforcements)
2	Splicing Channels
2	Flanged Splice Plates
2	Flat Splice Plates
4	Body Side Bearings
4	Body Side Bearing Shims
2	Body Center Plates
2	Center Pins—Key Way
2	Striking Plates

BODY

2	Side Sills
8	Body Side Planks
8	Body End Planks
1	Body Side Stake
13	Nailing Girths
56	Slope Planks
12	Hopper Planks
1	Plank at Cross Center of Car
297	Flooring (Bd. ft.)
4	Skirt Planks
8	Hopper Door Planks
12	Outside Corner Bands
12	Inside Corner Bands
8	Outside Corner Bands
8	Inside Corner Bands
18	Vertical Straps
4	Side Sill Bearing Plates
4	Wine Door Hopper Plates
4	Wine Door Angles
4	Section Body Truss Rods
2	Truss Rod Turn Buckles
4	Diagonal Tie Rod Plates
2	Diagonal Tie Rod Connections
16	Wine Door Washer Plates
8	Door Angles at Skirt Sheets
24	Side Stake U Bolt Plates
4	Diagonal Tie Rods
24	Side Stake Pockets
16	Door Hinge Straps
16	Door Hinge Butts
8	Wine Door Latches
8	Wine Door Latch Brackets
8	Wine Door Latch Weights
4	Queen Posts
4	Body Truss Rod Saddles
2	Inside Toe Steps
4	Beveled Washers 1¼″
8	Beveled Washers ⅞″

DRAFT GEAR

2	ARA 5 x 7 Type "D" Couplers
2	Cast Steel Coupler Yokes
4	Miner Draft Side Castings
2	Coupler Carrier Irons
4	Harvey Draft Springs
8	Follower Plates
4	Follower Straps
4	Cast Steel Coupler Yoke Pins

SAFETY APPLIANCES

2	End Wine Ladders Complete
2	Side Wine Ladders Complete
4	Sill Steps
2	Side Horizontal Hand Holds
2	Top End Horizontal Hand Holds
2	Bottom End Horizontal Hand Holds
2	Bottom Side Ladder Treads
1	Coupler Release Lever "A" end
1	Coupler Release Lever "B" end
2	End Coupler Release Lever Brackets
2	End Coupler Release Lever Bracket Fillers
2	Center Release Lever Coupler Brackets
4	End Sill Hand Holds

AIR BRAKE

1	Reservoir
1	Cylinder
1	Retainer Valve
2	Angle Cocks
1	Cutout Cock
1	Dirt Collector
2	Air Hose
2	Burnett Angle Cock Holders Complete
1	Release Valve
1	K-2 Triple Valve
5′ 2″	Wrot Pipe 1″
24′	Wrot Pipe ⅜″
46′	Wrot Pipe 1¼″
1	1″ Union
1	⅜″ Union
3	1¼″ Couplings
3	⅜″ Elbows
2	Lag Screws ⅜″ x 1½″
2	Lever Rests
2	Lever Rests
1	Slope Plank Fulcrum
2	Center Sill Fulcrums
1	Side Sill Fulcrum
2	Cylinder Lever Carriers
1	Cylinder Lever
1	Center Fulcrum Lever
2	Fulcrum Levers
1	Cylinder Rod
2	Connection Rods
2	Top Connection Rods
1	Hand Brake Rod
1	Push Rod
2	Release Rods
1	Hand Brake Lever
27	Connection Pins
27	Brake Connection Pin Cotters
2	Release Valve Rod Cotters
4	Train Pipe Hangers
8	Train Pipe Hanger Lags
6	Train Pipe U Bolts
2	Release Valve Rod Hangers
2	Release Valve Rod Hanger Lags
2	Angle Cock Holder Brackets
1	Brake Chain Complete
2	Release Rod Cotters
1	Brake Shaft
1	Brake Shaft Step
1	Brake Shaft Support
2	Brake Step Board Brackets
1	Top Brake Shaft Cotter
1	Bottom Brake Shaft Cotter
1	Brake Pawl Ratchet Bearing
1	Brake Ratchet Wheel
1	Brake Pawl
1	Brake Wheel
1	Brake Step Board

Material—Concluded

TRUCKS

4	Top Arch Bars	8	Reinforced Back Brake Shoes
4	Bottom Arch Bars	8	Brake Shoe Keys
4	Bottom Tie Rods	4	Truck End Castings
2	Truck X Tie Straps	8	33" Cast Iron Wheels 5 x 9
4	Brake Beam Auxiliary Safety Hangers	4	5 x 9 Axles
8	Journal Boxes 5 x 9	4	Sets Truck Springs No. 7
8	Journal Bearings 5 x 9	8	Column Bolts
8	Journal Bearing Wedges 5 x 9	16	Journal Box Bolts
2	Cast Steel Truck Bolsters	8	Brake Hanger Pins
2	Bottom Schaeffer Connection Rods	8	Brake Hanger Pin Split Keys
8	Schaeffer Brake Hangers	8	Dust Guards 5 x 9
4	ARA No. 2 Brake Beams	4	Schaeffer Truck Levers
		2	Dead Lever Fulcrums

MISCELLANEOUS

847	Buttonhead Rivets	63	⅝" Grip Nuts
991	Machine Bolts	42	¾" Grip Nuts
24	Carriage Head Bolts	16	⅞" Grip Nuts
22	Rods	16	1⅛" Grip Nuts
18	Lag Screws	4	1¼" Grip Nuts
541	½" Wrot Washers	8	1⅝" Grip Nuts
216	⅝" Wrot Washers	80	30-D Wire Nails
4	¾" Wrot Washers	96	10-D Wire Nails
88	⅞" Wrot Washers	2	Red Lead on underframe (Gals.)
18	¾" Cast Iron Washers	3½	Truck and Frame Black Paint (Gals.)
44	⅞" Cast Iron Washers	3	Metallic Freight Car Paint (Gals.)
8	⅞" Beveled Cast Iron Washers	1	White Lead (Lb.)
4	1¼" Beveled Cast Iron Washers		
12	½" Grip Nuts		

And These Were Some of the Visitors

BANGOR & AROOSTOOK—W. G. Knight, mechanical superintendent, Derby, Me.

BALTIMORE & OHIO—G. F. Patten, inspector of shops, Baltimore, Md., and F. H. Lee, superintendent freight car maintenance, Baltimore, Md.

BOSTON & MAINE—D. H. Pyne, divisional car foreman, Mechanicville; F. P. Ramsdell, general foreman, Fitchburg, Mass., and G. C. Vogel, general piecework inspector, Boston.

BUFFALO, ROCHESTER & PITTSBURG—C. E. Peiffer, master car builder, DuBois, Pa.

CANADIAN NATIONAL RAILWAYS—J. Hoskins, contract demonstrator, Montreal, P. Q.

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS—R. W. Tomlinson, piecework inspector, Indianapolis, Ind.

CHESAPEAKE & OHIO—J. A. Roberts, inspector, Richmond, Va.

CLINCHFIELD—Herman Bower, general foreman Car department, Erwin, Tenn.

DELAWARE, LACKAWANNA & WESTERN—P. Alquist, master car builder; H. Surplus, general car foreman, and J. F. Thompson, general piecework inspector, all of Scranton, Pa.

ERIE—J. McMullen, superintendent Car department, New York City; M. H. Quinn, superintendent car repairs, Jersey City; H. E. Perry, divisional car foreman, Susquehanna, Pa.; W. H. Middaugh, divisional car foreman, Port Jervis, N. Y.; R. Knorr, divisional car foreman, Dunmore, Pa.; G. Goldsmith, shop superintendent, Buffalo; W. W. Warner, shop superintendent, Kent, O.; J. Todd, shop superintendent, Susquehanna, Pa.; G. Thibaut, master mechanic, Susquehanna, Pa.; F. J. Philbin, inspector, Dunmore, Pa.; J. Murphy, A. R. A. inspector, Dunmore, Pa.; M. Smith, car foreman, Dunmore, Pa.; R. W. Schultz, car foreman, Dunmore, Pa.; L. H. Creighton, car foreman, Port Jervis, N. Y.; C. H. Weber, steel car foreman, Dunmore, Pa.; S. Donato and J. Herko, carmen, Dunmore, Pa.

GRAND TRUNK—B. J. Farr, superintendent of motive power and car department, Battle Creek, Mich., and G. E. Murray, electrical and mechanical engineer, Battle Creek, Mich.

LEHIGH VALLEY—F. Fouse, Packerton, Pa.; Ira Everett, chief car inspector, Bethlehem, Pa.; W. E. Stork, general car foreman, Coxton, Pa.; E. Minick, general freight car foreman, Sayre, Pa.; and F. Miller, foreman car inspectors, Wilkes Barre, Pa.

LONG ISLAND—A. L. Anderson, general foreman, and S. Reuter, foreman, of Richmond Hills, and W. Morrison, storekeeper, Jamaica, L. I.

MICHIGAN CENTRAL—W. J. Rourke, traveling general foreman, Detroit.

MISSOURI-KANSAS-TEXAS—G. O. Luckie, general car foreman, and J. R. Hayden, car draftsman, of Denison, Texas.

MISSOURI PACIFIC—E. E. Arnold, superintendent of shops, DeSoto, Mo.; L. R. Christy, general car inspector, St. Louis, Mo.; and H. M. Watts general car foreman, Little Rock, Ark.

NEW YORK CENTRAL—A. A. Burkhard, divisional car foreman, West Albany.

NEW YORK, ONTARIO & WESTERN—B. P. Flory, superintendent of motive power, Middletown, N. Y.; A. Kipp, general car inspector, Middletown, N. Y.; W. W. Daley, master mechanic, Norwich, N. Y.; C. V. Fryer, general car foreman, Middletown, N. Y.; A. J. Boyd, car foreman, Norwich, N. Y.; C. A. Green, assistant car foreman, Norwich, N. Y.; M. S. Short, freight foreman, Middletown, N. Y.; L. J. Ten Broeck, car foreman, Carbondale, Pa.; and C. T. Heckroth, chief piecework inspector, Middletown, N. Y.

NEW YORK, NEW HAVEN & HARTFORD—J. P. Egan, general superintendent car maintenance, New

Haven, Conn.; F. S. Cole, general car foreman, Maybrook, N. Y.; H. W. Case, general foreman, Hartford Conn.; J. E. Shean, supervisor and inspector, Readville, Mass.; W. L. Hill, car foreman, Boston; and H. H. Legg, foreman, Boston, Mass.

Pennsylvania—A. W. Kerns, shop inspector, Altoona, Pa.

Richmond, Fredericksburg & Potomac—T. S. Cheadle, chief car inspector, and A. H. Moncure, general foreman, of Richmond, Va.

Reading—H. S. Keppelman, general car inspector, and A. B. Clark, general foreman, of Reading, Pa.

St. Louis-San Francisco—R. Sloan, supervisor of piecework, Springfield, Mo.

Interstate Commerce Commission—J. Bromley and A. M. Banks, Washington, D. C.

Railway Mechanical Engineer—M. B. Richardson, New York City.

RAILWAY SUPPLY HOUSES

Adams & Westlake—Howard Seip, New York City.

Air Reduction Company—H. A. Hocking, L. N. Vail, L. R. Rush, and J. W. Knowles, all of New York City.

American Car & Foundry Company—H. Streader, New York City.

American Steel Foundries Company—T. H. Hopkirk, New York City.

Chicago Pneumatic Tool Company—D. E. Cook, New York City.

Duff Manufacturing Company—W. G. Robb, New York City.

Franklin Oil Company—I. S. Westley, Franklin, Pa.

Galena Oil Company—W. A. Turbee and W. A. Foster, New York City.

Gold Car Heating and Lighting Company—F. H. Smith, Brooklyn, and A. B. Strange, New York City.

Grip Nut Company—H. Passmore, Chicago, Ill.

Hauck Manufacturing Company—G. N. Broadhurst, Brooklyn.

Independent Pneumatic Tool Company—W. E. Dougherty and F. A. Herman, Philadelphia.

Ingersoll-Rand Company—F. M. Cross, New York City, and S. R. Sanders and H. L. Kent, of Scranton, Pa.

Joyce Cridland Company—A. S. Beattys, New York City.

Kay & Ess Company—A. J. Bush, Dayton, O.

Lesher-Whitman Company—L. Gorling, New York City.

Mahr Manufacturing Company—R. G. White, New York City.

Manning, Maxwell & Moore—W. Deems, New York City.

W. H. Miner—J. H. Link, Chicago, Ill.

National Brake Company—W. D. Brewster, Buffalo, N. Y., and R. F. Hayes, New York City.

National Malleable & Steel Casting Company—W. Lewis and E. V. Sihler of New York City.

New York Air Brake Company—H. A. Flynn, Boston.

A. O. Norton—H. J. Wilson, Boston.

Oil Furnace Company—Ray White, New York City.

Oxweld Railroad Service Company—A. D. Bowman, New York City.

Pratt & Lambert, Inc.—S. S. Demarest, Long Island City.

Safety Car Heating & Lighting Company—A. B. Mills, Boston, and J. S. Henry, New York City.

Scientific Production Corporation—H. H. Linton, New York City.

Sherwin-Williams Company—J. Schlintz, New York City.

Superior Flake Graphite Company—L. H. Snyder, Chicago, Ill.

Union Asbestos & Rubber Company—O. H. Neal, New York City.

Vapor Car Heating Company—W. H. Tucker, New York City.

Walworth Manufacturing Company—P. B. Miller, Boston, Mass.

Westinghouse Air Brake Company—E. Maylock and H. B. Gardner, New York City.

Wine Railway Appliance Company—P. P. Beck, New York City.

Key to Photographs

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(1) Oneonta team, seated (left to right—Alex Ushtwant, Henry Neilson, Horace Landry, Fortunatus Kattansick, Percy Brush, and Fred Lamb. (Second row)—John Knosvitch, Joseph Dilello, Lee Colburn, Warner C. Arndt, Albert Dilello, and Fred Demesko. Standing—Claude E. Gregory, piecework inspector; Ross J. Comstock, foreman steel gang; Egnu Solowich, Daniel Patrick, Herman Wells, Louis Colone, Mike Truchan, Elmer Young, and Rathbun J. Cook, foreman wood gang.

(2) Colonie-Green Island team, seated (left to right)—Joseph Drohomericki, Michael Seledee, Joseph Niemiec, Merrill G. Bennett, Mike Kotansky, and Joseph Gowacte. Kneeling—Frank Zyvonski, Walter Ekiert, John Gachus, Steve Croykowski, and Steve Cherney. Standing—James J. O'Keefe, foreman steel car repairs; George Bokay, Adam Olesqueski, Joseph Cole, Peter Hitch, Mytro Washinko, and Harry Travis, foreman wood car repairs.

(3) G. W. Ditmore, master car builder.

(4) A. G. Ditmore, master car builder, Susquehanna division, receiving Birkett cup from Colonel J. T. Loree (right), vice-president and general manager.

(5) Carbondale team, seated (left to right)—Milo Ross, Charles Drogo, George Lewis, Arthur Rake, and John Schivitz. Kneeling—Edward Moore, Pasquale Buonomo, Semi Buonomo, Anthony Ross, Pasquale Cerra, and Lawrence Zappa. Standing—Otto Richardson, assistant foreman steel work; James Snee, Fred Ross, Luigo Montanaro, Leo Baker, John Villano, Joseph Pastore, Frank Kolbozowsky, and R. C. Schuster, foreman wood work.

Pages 8 and 9

(1) Before the start. (2) With the Oneonta Steel Workers. (3) Colonie's steel work progresses. (4) Colonie finishes its steel work. (5) The wood work under way. (6) The wood work nearing conclusion. (7) A general view of the contest while in progress.

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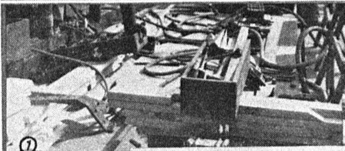
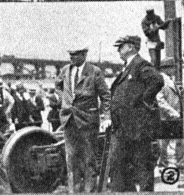
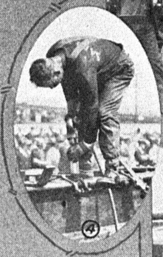
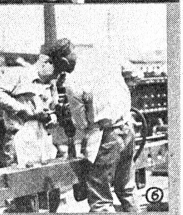
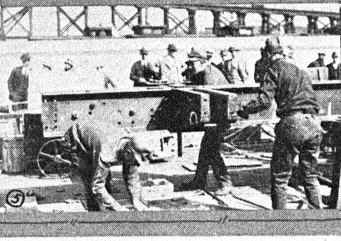
(1) Material layout. (2) W. G. Knight, mechanical supervisor, Bangor and Aroostook, and C. E. Peiffer, master car builder, Buffalo, Rochester and Pittsburg, judges; and "Jim" O'Neil, general foreman, Car department, Green Island. (3) W. K. Brodie, divisional piecework inspector; A. G. Ditmore, divisional car foreman, and Ross Comstock, foreman steel work—all of the Susquehanna division. (4) Frank Zyvonski, steel worker on the Colonie-Green Island team, using a home-made lever dolly bar. (5) Oneonta steel workers speeding up. (6) Colonie-Green Island wood workers using air machine for tightening nuts on U bolts holding stake pockets. (7) P. Alquist, master car builder, Delaware, Lackawanna & Western, one of the judges. (8) Carbondale steel workers. (9) A Carbondale steel worker. (10) J. J. O'Keefe, foreman steel work, Colonie-Green Island team. (11) With the Colonie-Green Island steel workers. (12) Portable scaffolds used by Oneonta team.

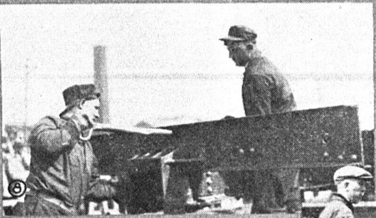


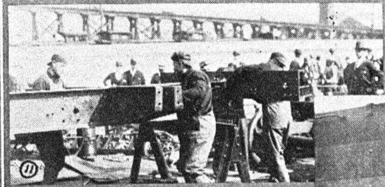


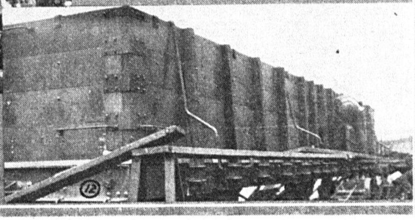












CAR BUILDING
CONTEST
CARBONDALE, PA.
MAY 21, 1925.

Clicks from the Rails

Did you ever take note—

* * *

Of just how other folk regard your profession—

* * *

And the business of railroading in respect to their importance and magnitude?

* * *

Says Dr. Frank Crane: "It is about time the people realize that the railroads are their railroads. They do not belong to somebody else. They are an integral part of every man's business."

* * *

"The spirit of transportation," declares T. C. Powell, vice-president, Erie railroad, "is the spirit of movement." It has made possible the wonderful growth of America, agriculturally and industrially.

* * *

Editorially, the *Chicago Tribune* remarks: "There is hardly anything more important to the economic health of the nation or the prosperity of all its people than efficient transportation, and that necessarily means progressive transportation. This country is growing rapidly in population and more rapidly in wealth production. Therefore, the railroads must keep pace with multiplying needs, must constantly better facilities, and if they do not the whole country will suffer."

* * *

"The railroads, in my opinion," observes W. J. Banham, general chairman, Atlantic States Shippers' Advisory Board, "made during the year 1924, the largest contribution to the prosperity of this country that they have ever made and greater than has ever been made by any single industry. The economic health of this country largely depends on the prosperity of the railroads; and that prosperity is brought about to my mind, only through genuine cooperation between public and carriers."

* * *

Challenges Dr. John R. Mott: "I make bold to say that there is no work in America or in any other country which has called out among men more power of vision, more capacity for initiative, more organizing ability—that is the ability to wield and combine men—as the leadership of the railway systems of this country. America has nearly one-half of the railway mileage of the entire world and occupies a position of leadership in quality of service rendered as well as in distinct accomplishment."

* * *

And then in the *Sioux City Live Stock Record*, we read: "In the history of modern industry, the strides made by the American railroads, while not as sudden and as spectacular as some other branches like radio or automobiles, will always occupy a most interesting place, due to the immense financing that was required and the physical hardships that had to be overcome. In less than 100 years the number of miles of track have increased from 23 in 1820 to more than 263 000. There are enough miles of railroad in the United States alone to wind ten times around the earth at the equator and shoot off to the north or south pole with a spur."

* * *

"For when everything's said and done," writes Arthur Stringer in *Power*, "this business of railroading is a game, about the biggest game in the world. I don't suppose it looks like much of a game to the fur-clad lady who steps into an up-to-the-minute vestibuled Limited and complains about the carnations not being fresh on the dining car tables. She isn't supposed to know anything about how that road came to be there for her convenience, how money was poured out for its building, how the dollars were harvested for its maintenance, how hills were cut and water was spanned to link it up, how men labored and sickened and died to make its roadbed smooth, how human brains mightier than labor or capital, keep it an organized whole flowing with its flanged-wheeled blood of life."